

UNEARTH'S PLAN FOR BOULEVARD

Forgotten Project for 77-Mile Macadam Road to Gettysburg.

LINCOLN MEMORIAL HIGHWAY PROPOSED

Will Form Chief Topic of Discussion at Buffalo Good Roads Convention.

The discovery made last week by Robert B. Caverly, president of the Washington Auto Club, that Congress was four years ago enough interested in a project to construct a Lincoln memorial boulevard from this city to Gettysburg battlefield, but that the matter still hangs fire through the failure of Second Assistant Postmaster General McCleary, who made the trip, to render a report, is likely to be the chief topic of interest at the good roads and legislative convention of the A. A. A. at Buffalo on July 6 and 7.

The movement, started by a number of patriotic societies, after being lost sight of for nearly four years, will be revived by autoists and others interested in good roads and promises to attract national attention.

"The fact that 1909 will be the anniversary of the birth of Abraham Lincoln," said Mr. Caverly yesterday, "suggested that next year would be a fitting time to pay some appropriate tribute to his memory. Through the efforts of several patriotic organizations the matter was brought to the attention of the House of Representatives in 1904 and was referred to the Committee on Libraries. The matter was thoroughly threshed out by that committee and many suggestions were considered. The proposal to erect an equestrian figure was rejected because Lincoln was not a horseman, a shaft had been erected on the Washington and a statue was not distinctive enough.

Second Applan Way.

"Finally the suggestion was made that the one memorial in Europe which has suffered less by the ravages of time and which is probably most widely known and stands for a gigantic civil achievement as well as the Applan way, that magnificent highway leading into Rome which was commenced 30 years B. C. and which is still traversed by travelers going to and returning from Italy.

"The proposition met with unanimous approval and the present Second Assistant Postmaster General, who was at that time a member of the Library Committee of the House, was appointed to go abroad for the purpose of gathering suggestions on the construction of such a highway in this country.

"Details of the location of the proposed highway were taken up by the committee and on the 12th of the House. That the route should lay from the White House, where the martyred president had resided, out Sixteenth street to the Gettysburg battlefield, where the army of which he was the commander-in-chief gained his memorable victory, was decided, for practical as well as for sentimental reasons. For it was claimed, the Government had already spent \$7,500,000 in the field, and from any means of approach except by rail it was practically inaccessible.

Failed to Report.

"For some unaccountable reason Mr. McCleary, upon his return from Europe, failed to make any report so far as we could determine. With the centennial of the birth of the savior of his country but one year off, the subject of a memorial still sleeps. The representative of the Washington Auto Club at the Buffalo convention will be instructed to lay the particulars before the delegates and if the A. A. A. succeeds in arousing enough interest in the project to produce tangible results it will have accomplished one of the most notable achievements of its career.

"If the road is ever laid out according to the original plan it will be one of the most magnificent stretches of highway in the world in point of scenery and construction. The distance is to be seventy-seven miles, and the proposed width of the road is 100 feet. At the upper end of Sixteenth street it was proposed to construct an arch and court after the plans of Peter in Rome, in the niches statues were to be placed, and all along the line tea houses were to be placed. It was to be known as 'Lincoln Way.'

Autoists Aroused.

"Naturally the automobilists are taking an interest in the project from a practical as well as from a patriotic standpoint. Such a boulevard would afford an unparalleled possibility for motoring as well as for a driveway. When it is considered that the city is practically without an outlet for an autoist at the present time in winter or after rainy seasons, the necessity for such a highway is all the more apparent.

"The committee also went carefully into the matter of cost, and it was found that the price of construction per mile would be about \$10,000. This price would cover the cost of the best known macadam building and the bed would be good for years to come."

BEWARE THE COPS ON COUNTRY ROADS

Local Motorist Emits Loud Warning Against Maryland Constables.

ELMORE TAXICABS ENTER THE FIELD

Thirty Cabs Expected in a Few Weeks for Use at Terminal Depot.

The annual and irresponsible activity of the constables, deputy sheriffs, and other high officials in adjacent counties of our neighboring Commonwealths furnishes the surest sign of spring yet developed.

Wallace C. Hood has already suffered much and hasn't traveled far, either. He emits one long and loud warning to motorists who wish to make the run to Marlboro, which, by the way, is just now one of the most desirable short trips which this section affords. The road is in excellent condition, the road houses in the Prince George county seat furnish satisfactory accommodations for a stop over, but there are drawbacks.

All along the line there are symptoms of rural lawlessness. The constables are strictly on their jobs, according to Explorer Hood, and the motorist who attempts to get by without a Maryland license number in the daytime is courting disaster, while he who unconsciously forgets to display said number on the headlight at night is hunting trouble.

Any of these officials are eminently qualified to be field judges in an endurance contest if a careful and minute examination for flaws is any recommendation. Any attempt at practicing for neighborly races or showing your neighbor what you can do if there are no chickens in the road will be promptly suppressed, but the chief point of interest seems to be the call of the wild and fried spring chicken on toast lures you to the heart of Maryland today and night. In the Baltimore race and pointed in the point type on the front and rear of your machine, a strategy which worked once, but might fail if tried too often.

There is no longer the slightest room for doubt that within a comparatively brief period every depot and terminal station of any importance in the larger cities throughout the country will be equipped with taxicab service.

A dozen or more of the larger centers are figuring on such a service at the present moment, and the Elmore Company, which has been in the taxicab business in Washington with the Elmore Company, in spite of the fact that the Elmore Company were not among the first to enter the taxicab field, the inability to supply enough touring cars to meet the demand, in spite of the fact that they built their 1908 output considerably over the 1907 production, preventing them from putting their taxicab plans into effect, they were the first to make any headway in the latter field and are now in the pleasant but somewhat embarrassing position of being unable to meet the immediate demand for Elmore taxicabs.

Six of the Elmore taxicabs are already in use in Washington and have proven an immediate and immense success with the traveling public. Washington is, of course, an ideal city for the use of taxicabs, and the Elmore cabs have met every possible test and contingency which might confront an ordinary carriage and proven there in their limousine.

The first requirement of a taxicab, of course, is extreme simplicity and ease of operation; and naturally the Elmore, with its simple and compact design, enjoys special advantages in this respect. The touring car output of the Elmore Company for 1908 will be delivered complete by the middle of June, and the floors of the factory swept clean for the 1909 car, and the new output of taxicabs, in the meanwhile, the construction of the latter is under way, and Washington will receive within a few weeks thirty more taxicabs which will immediately be put in operation at the Terminal depot, Chicago, New York, and Boston are likewise operating the Elmore taxicab and the problem confronting the company at the present time is to exert the increased facilities of the factory to the utmost in order to fill the current demand.

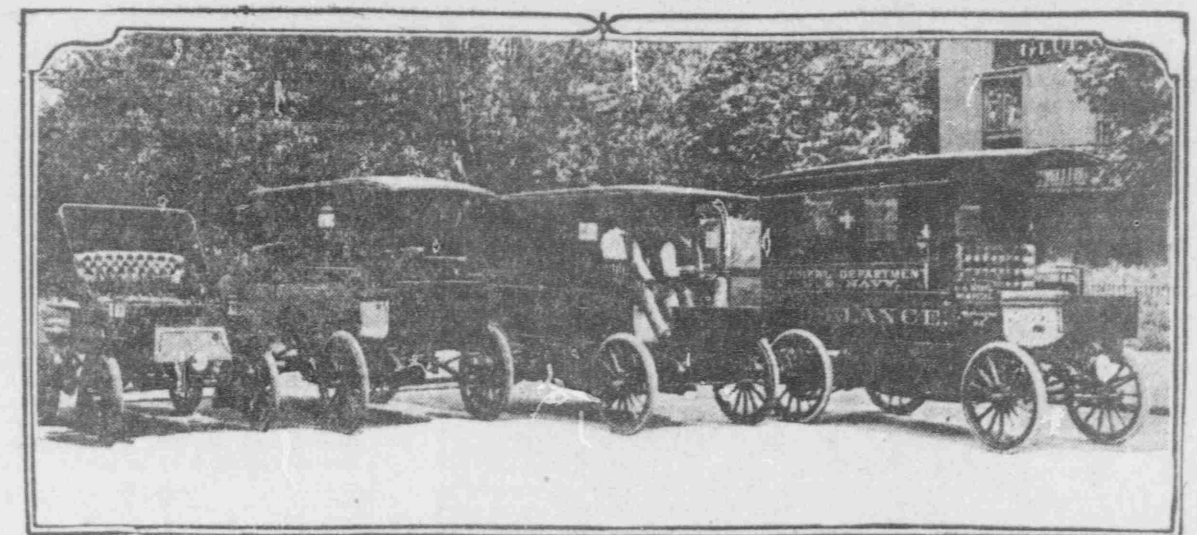
The Washington order as well as those in the Eastern cities was awarded the Elmore in the face of strenuous competition, and there is no question but that the award was made because of the manifest advantage of the valveless two-cycle Elmore engine.

J. H. Becker, who just left Washington to discuss the taxicab situation, and it is easy to infer that this company looks upon the taxicab situation as one of great importance and one in which the Elmore will be a prominent feature.

Dr. and Mrs. A. H. Brennan, accompanied by Mr. and Mrs. William T. H. Curtis, drove to Gettysburg and return in a 45-horsepower Lozier on Monday. They report the roads in good condition, except for occasional stretches of bad going caused by the recent rains.

Senator Dupont of Delaware left last week to drive his 45-50 Renault over the road to his country home at Winter-

STUDEBAKER DEMONSTRATION MODELS



Left to Right—Studebaker Electric Victoria, 800-Pound Delivery Wagon, 1,500-Pound Delivery Wagon, Electric Ambulance.

thur, near Wilmington. During the winter his car has been stored at the Dupont.

Guy H. Tolman, of the Tolman & Thoma company encountered some of the worst going since the break of winter last week while driving a new Pullman roadster from the factory at York, Pa., to this city. He came by way of Westminster, Mt. Airy, and Ridgeville. According to the natives, it has rained about every day for six weeks in southern Pennsylvania and the effect on the roads is indescribable. The car reached this city without any trouble, although it shipped the effects of the hard run by a coat of mud which completely encased the body.

An event which promises to bring out an unprecedented number of local cyclists is the Washington Cycle Club's race track to be held at Brightwood track June 4. In addition to the large number of local riders who will compete, a representative list of out-of-town entries is promised, including sixteen names from a Baltimore club which arrived on Friday. The list of events includes a novice race, half-mile open, mile open, two-mile handicap, policeman's race, motor-cyclists record-race.

H. H. Hoke, of Frederick arrived at the L. P. Dorsett garage from Frederick after a safe trip over the road in his 6-cylinder Franklin.

Congressman Dryden of New York has returned to his home. His Franklin was shipped to him by the Dorsett garage.

The L. P. Dorsett garage shipped a Packard to Fairmont, W. Va., last week for the use of L. P. Dorsett, who will spend the summer there and will to the mountains of that State upon the arrival of the car.

Word was received here last week that Hugh Wallis has left Cleveland, driving his new Peerless car over the road to this city by way of Pittsburgh, Cumberland, and through western Maryland.

A consignment of two Wayne 30-horsepower touring cars arrived at the Commercial Auto and Supply Co. last week.

W. T. Clerk left last week for his home in Massachusetts. His Stevens-Duryea car was shipped to him there. He is planning a tour of New England for June.

Among those who have been storing at the Dewey garage during the winter months and left last week for their homes are Representative Johnson of Louisville, Ky., who owns a Knox; Representative Tirrell, of Boston, Mass., who drives a Franklin, and Colonel Wires of Salt Lake City, who recently purchased a Pierce Arrow. Each of these had their cars shipped to their homes for summer use.

A number of local motorcyclists rode to Baltimore last Sunday to witness the bicycle races in that city, in which a dozen Washington cyclists made a creditable showing. One party of motorcyclists included Ed Mangold, R. S.; T. N. Mudd, R. S.; W. Frost, N. S. U.; A. W. Farrow, F. U.; and Harry Seaman, Merkel. They left Washington at 7 o'clock and took the Laurel road. Frequent stops were made. The going over this route is at times extremely difficult for cyclists on account of the unfinished condition of the stretches under repair. No accidents marred the run and the return trip was made in good time, the riders arriving at 7:30 o'clock.

A two-cylinder Reading-Standard motor was delivered to Boyd Reed, of the Pope Auto Co., last week, by T. N. Mudd, Jr.

Charles E. Miller and family will take a trip Friday in a Ford Roadster through Pennsylvania, Westminster, York, Lancaster and Reading will be some of the points visited. Returning he will drive through Philadelphia and New York.

A carload of Franklins arrived last week at the Cook & Stoddard garage. All of them will be delivered this week to purchasers who have already placed orders.

Charles E. Miller during the past week delivered Ford Model S Roadsters to P. Compher, 212 P street, Lee Mosher, Brig. Gen. Henry G. Sharpe and Prof. J. T. Crossley, 309 E street. A four-cylinder runabout was delivered to D. E. Riddian, 227 Seventh street, while the following placed orders for Model S Roadsters: G. R. Hensen, 629 Thirteenth street; Taylor Grimes, 1410 Fourteenth street; Dr. Wade H. Atkinson, 1402 M street.

Motor Car Built to Illustrate Advance in Automobile Devices

A rare case of auto accessory improvement is reported by the Witherspoon Igniter Company of New York, which has just finished the most complete electrical installation ever put on an automobile. This work was for M. R. Hutchinson, the inventor.

This electrical equipment consists of two Witherbee No. 55 batteries, connected in series, located under the rear seat of the machine. The batteries are charged by dynamo situated under the front floor boards. A wood split pulley, attached to the shaft between the clutch and the gear box, together with the belt, drives the dynamo and air compressor, which inflates the tires and operates the pneumatic jacks for raising the machine. In addition to the dynamo there is a Wico charging device, located on the running board, which enables the driver to charge the storage battery from any electric light socket.

Headlight Equipment.

The headlights are equipped with stereoscopic incandescent lights, which can be turned off or on at will. The side and rear lights are fitted with small incandescent lights.

By each of the side doors of the tonneau there is a lamp turned on automatically when either door is opened, lighting the way into the tonneau, where another lamp operates simultaneously by the same means, illuminating the interior.

By raising the bonnet of the engine four lamps on either side of the motor are automatically turned on. There is also a lamp in the pan under the engine, and also lamps beneath the chassis, which are turned on from the switchboard.

On the dash board are five lamps, illuminating the speedometer, ammeter, volt meter, pressure gauge, oil feed and clock.

Air Pressure in Tires.

Attached to each wheel rim is a device which indicates when the air pressure in the tires is below sixty pounds. By sounding one of the electric horns attached to the dash. An indicator on the dash locates the trouble instantly. The same horn blows and the same indicator operates when any bearing is hot, the water in the radiator gets low, the oil in the oil box gets half empty, or when the gasoline gets down to five gallons.

Putting on either of the foot brakes or the emergency blows an electric horn attached to the rear of the car, and draws a sign "Stop." As soon as the brake is released the horn stops and the sign disappears.

There are four lights in the folding top which are turned on when desired. On each end of the rear seat, and on the back of the front seat there is an electric cigar lighter. Situated near each of the wheels are extension lamps for use about or under the chassis.

To Display Licenses.

In the rear of the car is a box with a celluloid front, through which the license number for whatever State the car is in is visible. These numbers are painted on a curtain, and can be turned at will.

The signaling equipment consists of three Klaxon horns. A chain attached to the steering column operates these electric horns, and when all three are going they can be heard for a mile distant. If the occupant of the tonneau wishes to speak to the driver a special telephone transmitter is used, and the electric horn on the dash proceeds to talk in a loud tone. If the driver wishes to say a few things to a teamster, it is not necessary to waste strength shouting. He simply speaks into his transmitter and the electric horn on the mud guard repeats his words loud enough to be heard several blocks.

While this description is of necessity

limited to a plain statement of facts, the excellent workmanship and the clever equipment can only be appreciated by an actual inspection of the car, and it is doubtful if one could conceive of a more luxurious and complete automobile.

GRAFT IS CHARGED IN IMPOSING FINES

Motorists in Jersey Said to Suffer by Petty Rake-Offs of Constables.

TRENTON, May 23.—In an effort to stop grafting by constables and justices of the peace, there being much suspicion that many a fine of erring motorists is not paid over to the State for road use, A. B. Messina, secretary of the Associated Automobile Club of New Jersey, has been instructed to see that fines collected from motorists are all turned over, and that all petty grafting is stopped.

Messina has asked everyone owning a motor car to help the clubs drive out graft and dishonesty, and he has evolved an ingenious system which the automobile department praises.

Mr. Messina has had cards printed and distributed to all members of the associated clubs in this State, New York, and Pennsylvania. Upon them is intended to be recorded all the details of arrests to club members, whether made legally or not, whether the charge was justified, whether the fine was paid, and if so, by whom the payment was witnessed, etc. Motorists are requested to send these cards to Mr. Messina whenever they are fined. The records will be considered confidential and will not be made public.

At regular intervals Mr. Messina will bring these cards to this city and go over the records, comparing his records of fines collected with those turned into the State by country and city justices. If it is found that a justice has not turned in the amount collected within the time limit counsel for the associated clubs will immediately start proceedings to have a prison sentence imposed, inasmuch as the withholding of these moneys from the State is now a misdemeanor.

GLIDDEN FORSAKES AUTO FOR BALLOON

BOSTON, May 23.—Charles J. Glidden, the widely known autoist, wires here from London today that during the past few weeks, in England, he has broken all amateur balloon records.

"For five consecutive days," he says, "I have made ascents from here, and my balloon traveled in all 36 miles. The trips were delightful, and when I landed at various places the villagers served us tea. I shall sail for America in a few days and take up ballooning immediately with the members of the Aero Club of New England."

QUITE SO.

"Julius Caesar, young gentlemen, reformed the calendar. What may we surmise from this?"

"That he was a good politician and stuck to harmless issues," answered the class as one man.—Exchange.

ANOTHER ELECTRIC ENTERS THE FIELD

Studebaker Demonstration Models Score Hit With Local Buyers.

Of interest in Washington auto circles recently has been the advent of the Studebaker Company in the local field. The Studebaker Company has established an agency with the Central Garage, of New York avenue.

The Studebaker ambulance shown in the accompanying cut was made for the United States Naval Hospital, according to specifications furnished by the latter, and is built on a 1,500-pound basis. The Lullin & Martin panel side delivery wagon has become well known in this city. The other commercial car shown is an 800-pound side panel delivery wagon, which has been used for demonstrating purposes. The runabout was brought to Washington by a representative of the Studebaker Company about two weeks ago and is one of the line of pleasure "Electrics."

George E. Reed, of the Central Garage, yesterday said, "It was much impressed of late years with the strides taken in the automobile field by the Studebaker, whose reputation in the carriage and wagon trade for over fifty years has been unapproachable, and I determined to secure, if possible, the agency for the District. The conservatism of the Indiana company is proverbial, and they have been disinclined to put out their product until the days of experiment and experience were over. Finally, after six years of trial the automobiles were found to be absolutely reliable, and we have decided to make every effort toward the further progress of the Studebaker machines in Washington.

Progress Rapid.

"I have been in the automobile business a number of years, and have been much interested in the progress of the industry. When one reflects that only ten years ago reliability runs for gasoline cars consisted of a run from the Battery to Grant's Tomb, in 125th street New York, and even then the majority of the machines failed miserably, and when one contrasts this record with the runs of thousands of miles today you realize how rapid has been the automobile development. I consider the electric line, especially for commercial work, the most ideal for Washington service and I consider the prospect exceedingly bright for a large number of orders in the coming months."

Mr. Ackermann, of the Studebaker Company, said:

"I endorse all Mr. Reed has said. It seems rather strange that merchants all over the country have been neglectful of the cost of their delivery and trucking departments. Today, with the battery developed to the highest point of efficiency, there is no trouble at all to secure from forty to fifty miles on one charge, with commercial vehicles. As an illustration of this, I can say that our 800-pound wagon made the other day, on demonstration, forty-eight miles. The conclusion is, of course, obvious—that one electric commercial car can replace two or three horse-drawn vehicles, with a consequent reduction in the labor item, which is, after all, the greatest expense of a delivery system.

Question of Grades.

"The question of grades is really an unimportant one, for both cars which you photographed have had no difficulty in the ascent of the steepest grades about here, notably those of Chevy Chase and Mt. Pleasant. It must also be remembered that grades are equally, if not more, wearing on horses, and Kansas City, which abounds in grades, and is one succession of hills, has been found as fertile a field for electric cars as Cleveland, Ohio, where the country is absolutely level.

"Washington has every natural advantage for electric vehicles, splendid streets, comparative freedom from grades, and absence of excessively heavy snows, and I am sure before another year has passed it will be the banner Studebaker electric city."

FIRST TEMPERANCE SOCIETY.

The first temperance society known to have existed in the United States was organized in Moreau, Saratoga county, New York, in April, 1828. The founder was Dr. Billy J. Clarke. There were forty-three members.—Youth's Companion.

AUTOISTS DECLARE FOR ROAD REPAIRS

Local Club and Business Men Indorse Maryland Campaign.

At a meeting of the Washington Auto Club last evening resolutions were passed indorsing the right of the Good Roads League of Western Maryland for an improved highway from Olney to Westminster by way of Laytonsville and Damascus.

President Rudolph, of the Board of Trade, has assured the club of its co-operation and the Chamber of Commerce will be asked to aid the campaign.

President Caverly, of the local club, yesterday received a letter from President King, of the league, thanking him for the co-operation of the Washington motorists and for the publicity given to the Maryland campaign through the columns of The Times.

Much Needed Improvement.

Mr. Caverly, in presenting the claims of the movement to the members of the club, said: "The impossibility of getting out of the city at the present time for a run of any length is one of the strongest reasons for our aid in the project for the Olney road. Such a highway would afford an ideal run for local autoists and would be the biggest possible boost for the financial as well as the sporting aspect of the auto interests in Washington."

The league, comprising Frederick, Carroll, Howard, and Montgomery counties, has made application to the State road commission to expend a portion of this year's State appropriation for the improvement of the road named, and is bringing pressure to bear on the members of the commission through Congressmen, Maryland business men, and the auto clubs of this city and Baltimore.

The State road commission is composed of Messrs. Tucker, Cecil county; Samuel Shoemaker, Baltimore county; Frank Horton, Montgomery county; Dr. Ira Remsen, president John Hopkins University, and Dr. William Bullock, of the State geological survey.

DELUGE OF FREAK MODELS DECREASES

Practice of Buying New Cars Every Year Due to a Mistaken Idea.

According to General Manager Hayden Eames, of the Studebaker Automobile Company, the habit of building "freak" models, freak cars and motors of the same class just to have something new, is past.

"A few years ago," says Mr. Eames, "the progress of invention in automobile construction was so rapid that cars were superannuated by changes of model before they were worn out. That time has now gone by, and in many of the very best of high grade cars, any one but an expert would have difficulty in distinguishing the difference between a 1906 and a 1908 car.

"Even among the rich, the practice of buying a new car every year has been abandoned. The astute car owner today buys a car with a chassis of the best possible grade and durability and purchases new bodies for it, according to the season and change of style.

"It is poor economy to buy a car for \$2,000 or \$2,500 that will only be good for one or two seasons, when a car can be purchased for \$3,500 to \$4,000 in price, which can be depended upon to give satisfactory service for from 7 to 10 years. It is true economy to buy a car that will give long and satisfactory service, and the best car to buy is one the mechanism of which will outlast four or five bodies and will not subject the owner to unexpected stops on the road, and a prospective purchaser will find such a car will cost much less for maintenance than a more cheaply constructed car."

ANIMALS TREAT THEMSELVES

Man might often take from the lower animals a lesson as to the care of himself when ill. All sorts of animals suffering from fever eat little. He quiet in dark, airy places, and drink quantities of water. When a dog loses his appetite he knows where to find clintend—dog grass—which acts as a purgative and emetic. Sheep and cows, when ill, seek certain herbs. Any animal suffering from chronic rheumatism keeps as far as possible in the sun. If a chimpanzee he wounded he has been seen to stop the bleeding by a plaster of chewed-up leaves and grass.

The Overland

The Chesterfield of the Automobile World

Because of the sinuous grace of its lines, the soft purr of the Rutenber motor, the smooth, steady pick-up when clutching, the noiseless engagement of gears, and the ever-present suggestion of readiness and reserve force—all attributes of the swell and likewise sturdy Overland.

Buyers who think and wish to be shown, favor the Overland, because it is right all through. No experiments about it—everything tried and proved by years of hard usage.

Storage

—Our storage facilities are the best in the city. Cars entrusted to us receive careful attention.

Repairs

—Expert mechanics only are employed in the Repair Department, thus insuring the best results.

The Dewey Garage

Phone North 4350 1319 L Street N. W.

Bargains in slightly used automobiles; all in excellent condition.

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High-priced Quality in a Low-priced Car

The Ford Car is just as good a car as can be made, regardless of price—the design is the best, the material the finest, the workmanship perfect. A better car is not sold today.

The low price—Ford Cars are lower-priced than any other of recognized merit—is due to quality production, reduced commission to agents, reduction of profit per car—both made up by increased number of the most up-to-date in the world.

Ford saves you from \$200 to \$500 on a car and gives you a better car. Make us prove it—Ford has done it for 17,000 Ford owners. Send for booklet. "The Ford, the Car for Business."

Write for catalogue on other models.

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FORD—The Car that lasts longest and costs least while it lasts.

REO

A Better Car Than You Expect

How'd you like to ride along at a good, swift clip or a steady glide—without a worry or care for the welfare of your machine—secure in the knowledge that no disturbance to your enjoyment of a healthful, life-giving sport will come from the car you ride in—just "enjoying life."

Would be kind of nice, wouldn't it? That sort of thing costs just

\$1,000

Paid for the speediest, most durable, enduring, and all-around BEST car built—the REO—at New Location,

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Reo Runabout, a Smaller Car, With All the Best Race Qualities, \$650